

JONES & TAYLOR.
Stereotypes and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 1341. 日十初月九年五十二精光 SATURDAY, OCTOBER 14, 1899.

六拜禮 號四十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 " 17 " 18 " 19 " 20 " 21 " 22 " 23 " 24 " 25 " 26 " 27 " 28 " 29 " 30 " 31 " 32 " 33 " 34 " 35 " 36 " 37 " 38 " 39 " 40 " 41 " 42 " 43 " 44 " 45 " 46 " 47 " 48 " 49 " 50 " 51 " 52 " 53 " 54 " 55 " 56 " 57 " 58 " 59 " 60 " 61 " 62 " 63 " 64 " 65 " 66 " 67 " 68 " 69 " 70 " 71 " 72 " 73 " 74 " 75 " 76 " 77 " 78 " 79 " 80 " 81 " 82 " 83 " 84 " 85 " 86 " 87 " 88 " 89 " 90 " 91 " 92 " 93 " 94 " 95 " 96 " 97 " 98 " 99 " 100 " 101 " 102 " 103 " 104 " 105 " 106 " 107 " 108 " 109 " 110 " 111 " 112 " 113 " 114 " 115 " 116 " 117 " 118 " 119 " 120 " 121 " 122 " 123 " 124 " 125 " 126 " 127 " 128 " 129 " 130 " 131 " 132 " 133 " 134 " 135 " 136 " 137 " 138 " 139 " 140 " 141 " 142 " 143 " 144 " 145 " 146 " 147 " 148 " 149 " 150 " 151 " 152 " 153 " 154 " 155 " 156 " 157 " 158 " 159 " 160 " 161 " 162 " 163 " 164 " 165 " 166 " 167 " 168 " 169 " 170 " 171 " 172 " 173 " 174 " 175 " 176 " 177 " 178 " 179 " 180 " 181 " 182 " 183 " 184 " 185 " 186 " 187 " 188 " 189 " 190 " 191 " 192 " 193 " 194 " 195 " 196 " 197 " 198 " 199 " 200 " 201 " 202 " 203 " 204 " 205 " 206 " 207 " 208 " 209 " 210 " 211 " 212 " 213 " 214 " 215 " 216 " 217 " 218 " 219 " 220 " 221 " 222 " 223 " 224 " 225 " 226 " 227 " 228 " 229 " 230 " 231 " 232 " 233 " 234 " 235 " 236 " 237 " 238 " 239 " 240 " 241 " 242 " 243 " 244 " 245 " 246 " 247 " 248 " 249 " 250 " 251 " 252 " 253 " 254 " 255 " 256 " 257 " 258 " 259 " 260 " 261 " 262 " 263 " 264 " 265 " 266 " 267 " 268 " 269 " 270 " 271 " 272 " 273 " 274 " 275 " 276 " 277 " 278 " 279 " 280 " 281 " 282 " 283 " 284 " 285 " 286 " 287 " 288 " 289 " 290 " 291 " 292 " 293 " 294 " 295 " 296 " 297 " 298 " 299 " 300 " 301 " 302 " 303 " 304 " 305 " 306 " 307 " 308 " 309 " 310 " 311 " 312 " 313 " 314 " 315 " 316 " 317 " 318 " 319 " 320 " 321 " 322 " 323 " 324 " 325 " 326 " 327 " 328 " 329 " 330 " 331 " 332 " 333 " 334 " 335 " 336 " 337 " 338 " 339 " 340 " 341 " 342 " 343 " 344 " 345 " 346 " 347 " 348 " 349 " 350 " 351 " 352 " 353 " 354 " 355 " 356 " 357 " 358 " 359 " 360 " 361 " 362 " 363 " 364 " 365 " 366 " 367 " 368 " 369 " 370 " 371 " 372 " 373 " 374 " 375 " 376 " 377 " 378 " 379 " 380 " 381 " 382 " 383 " 384 " 385 " 386 " 387 " 388 " 389 " 390 " 391 " 392 " 393 " 394 " 395 " 396 " 397 " 398 " 399 " 400 " 401 " 402 " 403 " 404 " 405 " 406 " 407 " 408 " 409 " 410 " 411 " 412 " 413 " 414 " 415 " 416 " 417 " 418 " 419 " 420 " 421 " 422 " 423 " 424 " 425 " 426 " 427 " 428 " 429 " 430 " 431 " 432 " 433 " 434 " 435 " 436 " 437 " 438 " 439 " 440 " 441 " 442 " 443 " 444 " 445 " 446 " 447 " 448 " 449 " 450 " 451 " 452 " 453 " 454 " 455 " 456 " 457 " 458 " 459 " 460 " 461 " 462 " 463 " 464 " 465 " 466 " 467 " 468 " 469 " 470 " 471 " 472 " 473 " 474 " 475 " 476 " 477 " 478 " 479 " 480 " 481 " 482 " 483 " 484 " 485 " 486 " 487 " 488 " 489 " 490 " 491 " 492 " 493 " 494 " 495 " 496 " 497 " 498 " 499 " 500 " 501 " 502 " 503 " 504 " 505 " 506 " 507 " 508 " 509 " 510 " 511 " 512 " 513 " 514 " 515 " 516 " 517 " 518 " 519 " 520 " 521 " 522 " 523 " 524 " 525 " 526 " 527 " 528 " 529 " 530 " 531 " 532 " 533 " 534 " 535 " 536 " 537 " 538 " 539 " 540 " 541 " 542 " 543 " 544 " 545 " 546 " 547 " 548 " 549 " 550 " 551 " 552 " 553 " 554 " 555 " 556 " 557 " 558 " 559 " 560 " 561 " 562 " 563 " 564 " 565 " 566 " 567 " 568 " 569 " 570 " 571 " 572 " 573 " 574 " 575 " 576 " 577 " 578 " 579 " 580 " 581 " 582 " 583 " 584 " 585 " 586 " 587 " 588 " 589 " 590 " 591 " 592 " 593 " 594 " 595 " 596 " 597 " 598 " 599 " 600 " 601 " 602 " 603 " 604 " 605 " 606 " 607 " 608 " 609 " 610 " 611 " 612 " 613 " 614 " 615 " 616 " 617 " 618 " 619 " 620 " 621 " 622 " 623 " 624 " 625 " 626 " 627 " 628 " 629 " 630 " 631 " 632 " 633 " 634 " 635 " 636 " 637 " 638 " 639 " 640 " 641 " 642 " 643 " 644 " 645 " 646 " 647 " 648 " 649 " 650 " 651 " 652 " 653 " 654 " 655 " 656 " 657 " 658 " 659 " 660 " 661 " 662 " 663 " 664 " 665 " 666 " 667 " 668 " 669 " 670 " 671 " 672 " 673 " 674 " 675 " 676 " 677 " 678 " 679 " 680 " 681 " 682 " 683 " 684 " 685 " 686 " 687 " 688 " 689 " 690 " 691 " 692 " 693 " 694 " 695 " 696 " 697 " 698 " 699 " 700 " 701 " 702 " 703 " 704 " 705 " 706 " 707 " 708 " 709 " 710 " 711 " 712 " 713 " 714 " 715 " 716 " 717 " 718 " 719 " 720 " 721 " 722 " 723 " 724 " 725 " 726 " 727 " 728 " 729 " 730 " 731 " 732 " 733 " 734 " 735 " 736 " 737 " 738 " 739 " 740 " 741 " 742 " 743 " 744 " 745 " 746 " 747 " 748 " 749 " 750 " 751 " 752 " 753 " 754 " 755 " 756 " 757 " 758 " 759 " 760 " 761 " 762 " 763 " 764 " 765 " 766 " 767 " 768 " 769 " 770 " 771 " 772 " 773 " 774 " 775 " 776 " 777 " 778 " 779 " 780 " 781 " 782 " 783 " 784 " 785 " 786 " 787 " 788 " 789 " 790 " 791 " 792 " 793 " 794 " 795 " 796 " 797 " 798 " 799 " 800 " 801 " 802 " 803 " 804 " 805 " 806 " 807 " 808 " 809 " 810 " 811 " 812 " 813 " 814 " 815 " 816 " 817 " 818 " 819 " 820 " 821 " 822 " 823 " 824 " 825 " 826 " 827 " 828 " 829 " 830 " 831 " 832 " 833 " 834 " 835 " 836 " 837 " 838 " 839 " 840 " 841 " 842 " 843 " 844 " 845 " 846 " 847 " 848 " 849 " 850 " 851 " 852 " 853 " 854 " 855 " 856 " 857 " 858 " 859 " 860 " 861 " 862 " 863 " 864 " 865 " 866 " 867 " 868 " 869 " 870 " 871 " 872 " 873 " 874 " 875 " 876 " 877 " 878 " 879 " 880 " 881 " 882 " 883 " 884 " 885 " 886 " 887 " 888 " 889 " 890 " 891 " 892 " 893 " 894 " 895 " 896 " 897 " 898 " 899 " 900 " 901 " 902 " 903 " 904 " 905 " 906 " 907 " 908 " 909 " 910 " 911 " 912 " 913 " 914 " 915 " 916 " 917 " 918 " 919 " 920 " 921 " 922 " 923 " 924 " 925 " 926 " 927 " 928 " 929 " 930 " 931 " 932 " 933 " 934 " 935 " 936 " 937 " 938 " 939 " 940 " 941 " 942 " 943 " 944 " 945 " 946 " 947 " 948 " 949 " 950 " 951 " 952 " 953 " 954 " 955 " 956 " 957 " 958 " 959 " 960 " 961 " 962 " 963 " 964 " 965 " 966 " 967 " 968 " 969 " 970 " 971 " 972 " 973 " 974 " 975 " 976 " 977 " 978 " 979 " 980 " 981 " 982 " 983 " 984 " 985 " 986 " 987 " 988 " 989 " 990 " 991 " 992 " 993 " 994 " 995 " 996 " 997 " 998 " 999 " 1000 " 1001 " 1002 " 1003 " 1004 " 1005 " 1006 " 1007 " 1008 " 1009 " 1010 " 1011 " 1012 " 1013 " 1014 " 1015 " 1016 " 1017 " 1018 " 1019 " 1020 " 1021 " 1022 " 1023 " 1024 " 1025 " 1026 " 1027 " 1028 " 1029 " 1030 " 1031 " 1032 " 1033 " 1034 " 1035 " 1036 " 1037 " 1038 " 1039 " 1040 " 1041 " 1042 " 1043 " 1044 " 1045 " 1046 " 1047 " 1048 " 1049 " 1050 " 1051 " 1052 " 1053 " 1054 " 1055 " 1056 " 1057 " 1058 " 1059 " 1060 " 1061 " 1062 " 1063 " 1064 " 1065 " 1066 " 1067 " 1068 " 1069 " 1070 " 1071 " 1072 " 1073 " 1074 " 1075 " 1076 " 1077 " 1078 " 1079 " 1080 " 1081 " 1082 " 1083 " 1084 " 1085 " 1086 " 1087 " 1088 " 1089 " 1090 " 1091 " 1092 " 1093 " 1094 " 1095 " 1096 " 1097 " 1098 " 1099 " 1100 " 1101 " 1102 " 1103 " 1104 " 1105 " 1106 " 1107 " 1108 " 1109 " 1110 " 1111 " 1112 " 1113 " 1114 " 1115 " 1116 " 1117 " 1118 " 1119 " 1120 " 1121 " 1122 " 1123 " 1124 " 1125 " 1126 " 1127 " 1128 " 1129 " 1130 " 1131 " 1132 " 1133 " 1134 " 1135 " 1136 " 1137 " 1138 " 1139 " 1140 " 1141 " 1142 " 1143 " 1144 " 1145 " 1146 " 1147 " 1148 " 1149 " 1150 " 1151 " 1152 " 1153 " 1154 " 1155 " 1156 " 1157 " 1158 " 1159 " 1160 " 1161 " 1162 " 1163 " 1164 " 1165 " 1166 " 1167 " 1168 " 1169 " 1170 " 1171 " 1172 " 1173 " 1174 " 1175 " 1176 " 1177 " 1178 " 1179 " 1180 " 1181 " 1182 " 1183 " 1184 " 1185 " 1186 " 1187 " 1188 " 1189 " 1190 " 1191 " 1192 " 1193 " 1194 " 1195 " 1196 " 1197 " 1198 " 1199 " 1200 " 1201 " 1202 " 1203 " 1204 " 1205 " 1206 " 1207 " 1208 " 1209 " 1210 " 1211 " 1212 " 1213 " 1214 " 1215 " 1216 " 1217 " 1218 " 1219 " 1220 " 1221 " 1222 " 1223 " 1224 " 1225 " 1226 " 1227 " 1228 " 1229 " 1230 " 1231 " 1232 " 1233 " 1234 " 1235 " 1236 " 1237 " 1238 " 1239 " 1240 " 1241 " 1242 " 1243 " 1244 " 1245 " 1246 " 1247 " 1248 " 1249 " 1250 " 1251 " 1252 " 1253 " 1254 " 1255 " 1256 " 1257 " 1258 " 1259 " 1260 " 1261 " 1262 " 1263 " 1264 " 1265 " 1266 " 1267 " 1268 " 1269 " 1270 " 1271 " 1272 " 1273 " 1274 " 1275 " 1276 " 1277 " 1278 " 1279 " 1280 " 1281 " 1282 " 1283 " 1284 " 1285 " 1286 " 1287 " 1288 " 1289 " 1290 " 1291 " 1292 " 1293 " 1294 " 1295 " 1296 " 1297 " 1298 " 1299 " 1300 " 1301 " 1302 " 1303 " 1304 " 1305 " 1306 " 1307 " 1308 " 1309 " 1310 " 1311 " 1312 " 1313 " 1314 " 1315 " 1316 " 1317 " 1318 " 1319 " 1320 " 1321 " 1322 " 1323 " 1324 " 1325 " 1326 " 1327 " 1328 " 1329 " 1330 " 1331 " 1332 " 1333 " 1334 " 1335 " 1336 " 1337 " 1338 " 1339 " 1340 " 1341 " 1342 " 1343 " 1344 " 1345 " 1346 " 1347 " 1348 " 1349 " 1350 " 1351 " 1352 " 1353 " 1354 " 1355 " 1356 " 1357 " 1358 " 1359 " 1360 " 1361 " 1362 " 1363 " 1364 " 1365 " 1366 " 1367 " 1368 " 1369 " 1370 " 1371 " 1372 " 1373 " 1374 " 1375 " 1376 " 1377 " 1378 " 1379 " 1380 " 1381 " 1382 " 1383 " 1384 " 1385 " 1386 " 1387 " 1388 " 1389 " 1390 " 1391 " 1392 " 1393 " 1394 " 1395 " 1396 " 1397 " 1398 " 1399 " 1400 " 1401 " 1402 " 1403 " 1404 " 1405 " 1406 " 1407 " 1408 " 1409 " 1410 " 1411 " 1412 " 1413 " 1414 " 1415 " 1416 " 1417 " 1418 " 1419 " 1420 " 1421 " 1422 " 1423 " 1424 " 1425 " 1426 " 1427 " 1428 " 1429 " 1430 " 1431 " 1432 " 1433 " 1434 " 1435 " 1436 " 1437 " 1438 " 1439 " 1440 " 1441 " 1442 " 1443 " 1444 " 1445 " 1446 " 1447 " 1448 " 1449 " 1450 " 1451 " 1452 " 1453 " 1454 " 1455 " 1456 " 1457 " 1458 " 1459 " 1460 " 1461 " 1462 " 1463 " 1464 " 1465 " 1466 " 1467 " 1468 " 1469 " 1470 " 1471 " 1472 " 1473 " 1474 " 1475 " 1476 " 1477 " 1478 " 1479 " 1480 " 1481 " 1482 " 1483 " 1484 " 1485 " 1486 " 1487 " 1488 " 1489 " 1490 " 1491 " 1492 " 1493 " 1494 " 1495 " 1496 " 1497 " 1498 " 1499 " 1500 " 1501 " 1502 " 1503 " 1504 " 1505 " 1506 " 1507 " 1508 " 1509 " 1510 " 1511 " 1512 " 1513 " 1514 " 1515 " 1516 " 1517 " 1518 " 1519 " 1520 " 1521 " 1522 " 1523 " 1524 " 1525 " 1526 " 1527 " 1528 " 1529 " 1530 " 1531 " 1532 " 1533 " 1534 " 1535 " 1536 " 1537 " 1538 " 1539 " 1540 " 1541 " 1542 " 1543 " 1544 " 1545 " 1546 " 1547 " 1548 " 1549 " 1550 " 1551 " 1552 " 1553 " 1554 " 1555 " 1556 " 1557 " 1558 " 1559 " 1560 " 1561 " 1562 " 1563 " 1564 " 1565 " 1566 " 1567 " 1568 " 1569 " 1570 " 1571 " 1572 " 1573 " 1574 " 1575 " 1576 " 1577 " 1578 " 1579 " 1580 " 1581 " 1582 " 1583 " 1584 " 1585 " 1586 " 1587 " 1588 " 1589 " 1590 " 1591 " 1592 " 1593 " 1594 " 1595 " 1596 " 1597 " 1598 " 1599 " 1600 " 1601 " 1602 " 1603 " 1604 " 1605 " 1606 " 1607 " 1608 " 1609 " 1610 " 1611 " 1612 " 1613 " 1614 " 1615 " 1616 " 1617 " 1618 " 1619 " 1620 " 1621 " 1622 " 1623 " 1624 " 1625 " 1626 " 1627 " 1628 " 1629 " 1630 " 1631 " 1632 " 1633 " 1634 " 1635 " 1636 " 1637 " 1638 " 1639 " 1640 " 1641 " 1642 " 1643 " 1644 " 1645 " 1646 " 1647 " 1648 " 1649 " 1650 " 1651 " 1652 " 1653 " 1654 " 1655 " 1656 " 1657 " 1658 " 1659 " 1660 " 1661 " 1662 " 1663 " 1664 " 1665 " 1666 " 1667 " 1668 " 1669 " 1670 " 1671 " 1672 " 1673 " 1674 " 1675 " 1676 " 1677 " 1678 " 1679 " 1680 " 1681 " 1682 " 1683 " 1684 " 1685 " 1686 " 1687 " 1688 " 1689 " 1690 " 1691 " 1692 " 1693 " 1694 " 1695 " 1696 " 1697 " 1698 " 1699 " 1700 " 1701 " 1702 " 1703 " 1704 " 1705 " 1706 " 1707 " 1708 " 1709 " 1710 " 1711 " 1712 " 1713 " 1714 " 1715 " 1716 " 1717 " 1718 " 1719 " 1720 " 1721 " 1722 " 1723 " 1724 " 1725 " 1726 " 1727 " 1728 " 1729 " 1730 " 1731 " 1732 " 1733 " 1734 " 1735 " 1736 " 1737 " 1738 " 1739 " 1740 " 1741 " 1742 " 1743 " 1744 " 1745 " 1746 " 1747 " 1748 " 1749 " 1750 " 1751 " 1752 " 1753 " 1754 " 1755 " 1756 " 1757 " 1758 " 1759 " 1760 " 1761 " 1762 " 1763 " 1764 " 1765 " 1766 " 1767 " 1768 " 1769 " 1770 " 1771 " 1772 " 1773 " 1774 " 1775 " 1776 " 1777 " 1778 " 1779 " 1780 " 1781 " 1782 " 1783 " 1784 " 1785 " 1786 " 1787 " 1788 " 1789 " 1790 " 1791 " 1792 " 1793 " 1794 " 1795 " 1796 " 1797 " 1798 " 1799 " 1800 " 1801 " 1802 " 1803 " 1804 " 1805 " 1806 " 1807 " 1808 " 1809 " 1810 " 1811 " 1812 " 1813 " 1814 " 1815 " 1816 " 1817 " 1818 " 1819 " 1820 " 1821 " 1822 " 1823 " 1824 " 1825 " 1826 " 1827 " 1828 " 1829 " 1830 " 1831 " 1832 " 1833 " 1834 " 1835 " 1836 " 1837 " 1838 " 1839 " 1840 " 1841 " 1842 " 1843 " 1844 " 1845 " 1846 " 1847 " 1848 " 1849 " 1850 " 1851 " 1852 " 1853 " 1854 " 1855 " 1856 " 1857 " 1858 " 1859 " 1860 " 1861 " 1862 " 1863 " 1864 " 1865 " 1866 " 1867 " 1868 " 1869 " 1870 " 1871 " 1872 " 1873 " 1874 " 1875 " 1876 " 1877 " 1878 " 1879 " 1880 " 1881 " 1882 " 1883 " 1884 " 1885 " 1886 " 1887 " 1888 " 1889 " 1890 " 1891 " 1892 " 1893 " 1894 " 1895 " 1896 " 1897 " 1898 " 1899 " 1900 " 1901 " 1902 " 1903 " 1904 " 1905 " 1906 " 1907 " 1908 " 1909 " 1910 " 1911 " 1912 " 1913 " 1914 " 1915 " 1916 " 1917 " 1918 " 1919 " 1920 " 1921 " 1922 " 1923 " 1924 " 1925 " 1926 " 1927 " 1928 " 1929 " 1930 " 1931 " 1932 " 1933 " 1934 " 1935 " 1936 " 1937 " 1938 " 1939 " 1940 " 1941 " 1942 " 1943 " 1944 " 1945 " 1946 " 1947 " 1948 " 1949 " 1950 " 1951 " 1952 " 1953 " 1954 " 1955 " 1956 " 1957 " 1958 " 1959 " 1960 " 1961 " 1962 " 1963 " 1964 " 1965 " 1966 " 1967 " 1968 " 1969 " 1970 " 1971 " 1972 " 1973 " 1974 " 1975 " 1976 " 1977 " 1978 " 1979 " 1980 " 1981 " 1982 " 1983 " 1984 " 1985 " 1986 " 1987 " 1988 " 1989 " 1990 " 1991 " 1992 " 1993 " 1994 " 1995 " 1996 " 1997 " 1998 " 1999 " 2000 " 2001 " 2002 " 2003 " 2004 " 2005 " 2006 " 2007 " 2008 " 2009 " 2010 " 2011 " 2012 " 2013 " 2014 " 2015 " 2016 " 2017 " 2018 " 2019 " 2020 " 2021 " 2022 " 2023 " 2024 " 2025 " 2026 " 2027 " 2028 " 2029 " 2030 " 2031 " 2032 " 2033 " 2034 " 2035 " 2036 " 2037 " 2038 " 2039 " 2040 " 2041 " 2042 " 2043 " 2044 " 2045 " 2046 " 2047 " 2048 " 2049 " 2050 " 2051 " 2052 " 2053 " 2054 " 2055 " 2056 " 2057 " 2058 " 2059 " 2060 " 2061 " 2062 " 2063 " 2064 " 2065 " 2066 " 2067 " 2068 " 2069 " 2070 " 2071 " 2072 " 2073 " 2074 " 2075 " 2076 " 2077 " 2078 " 2079 " 2080 " 2081 " 2082 " 2083 " 2084 " 2085 " 2086 " 2087 " 2088 " 2089 " 2090 " 2091 " 2092 " 2093 " 2094 " 2095 " 2096 " 2097 " 2098 " 2099

To-day's
Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *per S.S. Orona* and *Himalaya*.

From India, *per S.S. Thames and Ceylon*.

From Australia, *per S.S. Australia*.

From Persian Gulf, *per B.L.S.N. and B.P.*

S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out in bulk by mark and delivery can be obtained as soon as the Goods are landed.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 14, 1899.

KRUGER'S AMERICAN SYMPATHISERS.

The reference to President Kruger's sympathisers in New York, in the Reuter's telegram which we publish to-day, will be understood by the perusal of the following clippings from the New York *World* of 7th September:

"PRESIDENT KRUGER APPEALS TO CIVILIZATION THROUGH THE 'WORLD'."

AGAINST ENGLAND.

"Great Britain Driving the Boers to War, He Says, Because Their 'Flourishing Republic' is a Standing Eyreore."

"Transvaal," an Extraordinary Message from the "World" as an Intemperate Diary Between the Boers and England.

KRUGER'S REMARKABLE MESSAGE: CHAMBERLAIN IS SILENT.

"We Are Determined to Defend to the Uttermost that Freedom and Self-Government for Which Our People Have Shed Blood," Om Paul Cables to the *World*.

TRANSVAAL'S READY TO UPHOLD A DEFENCE.

In response to a message sent by the *World* on Tuesday last to Paul Kruger, President of the South African Republic, the following was received last night:

(Special Cable Despatch to the *World*.)

"From the Government of the Republic to the *World*, New York:

"Gladly accede to your request to put the Boer side before the American public.

"The present agitation against this republic emanates partly from a certain section of British residents to whom the existence of the republic which embraces the most flourishing parts of South Africa, is a standing eyreore, and who suffer from the prevailing jingo mania; partly, also, from mining capitalists who, not content with having here the best mining laws in the world, wish also to have complete control of all legislation and administration.

"The franchise voting question was taken up [by England] because it was thought the republic would not yield on that point. Now that the altered franchise does not materially differ from the American it is in many respects easier the agitation has become much worse. The object clearly is the destruction of our republic and the complete control of the richest mines of the world.

"The press, entirely controlled by capitalists, spreads untrue, distorted misrepresentation and prejudice throughout the world against the Boer Republic.

"We are determined to defend to the uttermost that freedom and self-government for which our people have shed blood in every part of South Africa. Though we have no such powerful friend as you proved to Venezuela and to other republics, we have faith that the cause of freedom and republicanism will triumph in the end."

Secretary for President.

THE RIGHT HON. JOSEPH CHAMBERLAIN IS SILENT.

Immediately upon receipt of the despatch from President Kruger the *World* called it in full to Joseph Chamberlain, British Secretary of State for the Colonies. Mr. Chamberlain was at his office in London in conference as late as midnight last night. When the *World* correspondent called to ask if he desired to make any statement in reply to President Kruger's remarkable despatch Mr. Chamberlain very courteously declined to comment upon it in any way.

"The *World*, in a leading article, thus comments upon this remarkable telegram:

"DOMINION APPEALS TO CIVILIZATION."

"President Kruger presents the case for the Boer Republic to civilization through the *World* this morning. He disregards all the quibbles and intricacies of diplomacy. With the brevity, simplicity and power of genius he sums up the real issues as they appear to the Boers.

"President Kruger says that the crisis is due to two main causes:

First—"A certain section of British residents to whom the existence of the republic, embracing the most flourishing parts of South Africa, is a standing eyreore and who are suffering from the prevailing jingo mania."

Second—"The mining capitalists, who, not content with having the best mining laws in the world, wish also to have complete control of all legislation and administration."

The object, he says, is as clear as the sun:

"The destruction of the republic and the complete control of the richest mines of the world."

"There is a dignified and profoundly touching pathos in 'Om Paul's' conclusion:

"Though we have no such powerful friend as you proved to Venezuela and other republics, we have strong faith that the cause of freedom and republicanism will triumph in the end."

The *World* called President Kruger's despatch in full to the Right Hon. Joseph Chamberlain, Secretary for the Colonies, the man who is directly responsible for the Transvaal crisis, and has asked him to present England's side, but at midnight he called that he could say nothing. The Cabinet is to meet to-morrow.

"In this day 'a decent respect for the opinions of mankind' makes it impossible for a civilized nation to go to war without giving its reasons and attempting to show that they are moral reasons. The Jameson raid, the plots and schemes of Cecil Rhodes, the fact that just as the Boer Republic was acceding to the most important British demands those terms were increased by a demand that the English, who outnumber the Boers in the republic, should be able to become citizens of the republic without forfeiting their allegiance to Britain—all these matters taken together put England on the defensive at the bar of civilization. No less distinguished and upright a statesman than John Morley said only day before yesterday that a war with the Boers would be 'an insensate folly' and a 'deep dishonor.'

"Om Paul's' presentation through the *World*, which will be repeated in every corner of the civilized world, must be answered. He has appealed to the 'new diplomacy'—the diplomacy of Publicity—through the same organ of Publicity which has been used with such effect by so many rulers and statesmen, beginning with the Prince of Wales and Mr. Gladstone in the Venezuelan crisis. Every time that this 'new diplomacy' has been employed the effect has been instant and powerful. That it will be effective in this crisis, there is still room to hope."

In all probability Mr. Kruger's telegram to his New York sympathisers was cabled at the request of the *World* as one of those 'sentiments' which the American journals are so prone to solicit from any man who

may happen to be for the moment before the public eye. If we might offer a word of advice to Mr. Kruger we would suggest that it would be as well to wait the outcome of the next few weeks before despatching another telegram to his New York sympathisers. An old Malay proverb has it that "the cock who crows loudest before the fight has no wing left for the combat." Mr. Chamberlain, at all events, refused to respond to the crow.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 14th.

Mr. Schreiner has strenuously enjoined Dutchmen at the Cape to remain quiescent and to prove their loyalty to the Queen.

President Kruger telegraphing to his sympathisers in New York, says that if the two South African Republics must belong to England they are determined that a price shall be paid which will stagger humanity.

There is no news of any fighting but the Free State Boers have seized a Natal train bound for Harrismith.

The Netherlands Consul in London, has been charged by the Transvaal with Dutch interests and the American Consul in Pretoria has been charged with British interests.

THE "AMERICA" CUP.

The fifth attempt at the first race is without result owing to fog.

WEATHER REPORT.

The Observatory report says:

On the 14th at 11.55 a.m. the barometer has fallen on the China coast, particularly in the North. A depression seems to be advancing Eastwards over North China. Gradients slight on the coast, moderate with fresh monsoon in the N. part of the China Sea. FORECAST:—Moderate E. winds; fine.

LOCAL AND GENERAL.

Mr. Cornelius Vanderbilt's death was due to paralysis of the heart. It is estimated that he has left a fortune of £25,000,000.

ONE hundred and thirty-three deaths were registered at Singapore during the week ending on Saturday last. The ratio per thousand was 29.69.

From the report of the Government Electrical Engineer at Cape Town for 1898-99, it is found that the price of electricity there varies from 1s. 2d. to 8d. a unit, while in the suburbs it is no less than 1s. 9d. a unit.

Bad news comes from Portuguese Timor. The natives are rising again. There is a scarcity of provisions, food amongst others things being exhausted, and the pay of the Government servants is seven months in arrear. An officer of the name of Duarte has been shot during the fighting in Timor, and another officer is said to have shot a Portuguese serjeant.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.:

PROGRAMME.

1. March "The Dragon" (Harris).

2. "The Boer Republic" (Super).

3. "The Boer Republic" (Super).

4. "The Boer Republic" (Super).

5. "The Boer Republic" (Super).

6. "The Boer Republic" (Super).

7. "The Boer Republic" (Super).

8. "The Boer Republic" (Super).

9. "The Boer Republic" (Super).

10. "The Boer Republic" (Super).

11. "The Boer Republic" (Super).

12. "The Boer Republic" (Super).

13. "The Boer Republic" (Super).

14. "The Boer Republic" (Super).

15. "The Boer Republic" (Super).

16. "The Boer Republic" (Super).

17. "The Boer Republic" (Super).

18. "The Boer Republic" (Super).

19. "The Boer Republic" (Super).

20. "The Boer Republic" (Super).

21. "The Boer Republic" (Super).

22. "The Boer Republic" (Super).

23. "The Boer Republic" (Super).

24. "The Boer Republic" (Super).

25. "The Boer Republic" (Super).

26. "The Boer Republic" (Super).

27. "The Boer Republic" (Super).

28. "The Boer Republic" (Super).

29. "The Boer Republic" (Super).

30. "The Boer Republic" (Super).

31. "The Boer Republic" (Super).

32. "The Boer Republic" (Super).

33. "The Boer Republic" (Super).

34. "The Boer Republic" (Super).

35. "The Boer Republic" (Super).

36. "The Boer Republic" (Super).

37. "The Boer Republic" (Super).

38. "The Boer Republic" (Super).

39. "The Boer Republic" (Super).

40. "The Boer Republic" (Super).

41. "The Boer Republic" (Super).

42. "The Boer Republic" (Super).

43. "The Boer Republic" (Super).

44. "The Boer Republic" (Super).

45. "The Boer Republic" (Super).

46. "The Boer Republic" (Super).

47. "The Boer Republic" (Super).

48. "The Boer Republic" (Super).

49. "The Boer Republic" (Super).

50. "The Boer Republic" (Super).

51. "The Boer Republic" (Super).

52. "The Boer Republic" (Super).

53. "The Boer Republic" (Super).

54. "The Boer Republic" (Super).

55. "The Boer Republic" (Super).

56. "The Boer Republic" (Super).

57. "The Boer Republic" (Super).

58. "The Boer Republic" (Super).

59. "The Boer Republic" (Super).

60. "The Boer Republic" (Super).

61. "The Boer Republic" (Super).

62. "The Boer Republic" (Super).

63. "The Boer Republic" (Super).

64. "

Ranjitsingh twice that number. The bowling honours of the season clearly go to Albert Trotter, who took 230 wickets for about 17 runs apiece. Rhodes, Mend, and Pash, the young Gloucestershire bowlers, also did admirably on the whole, in no way suited to their style, while among the batsmen, Mr. W. M. Bradley, and Lockwood figured prominently. Altogether the attack was at a great disadvantage on the beautiful, fast wickets which were the feature of the summer's cricket, and bowlers came in for no little sympathy. After an interval of four years Surrey again holds the proud position of champion county, Yorkshire going down from the first to the third place, and Middlesex coming up to the second.

Ranjitsingh has completed his term for America, Woods accepting an invitation. The eleven is K. S. Ranjitsingh, A. C. MacLaren, A. F. Stoddart, S. M. J. Woods, C. L. Towns, G. L. Jessop, G. Bruno, C. Robson, H. J. T. Lo-anquet, and H. D. Llewellyn, and Barton. Another amateur—probably W. P. Robertson, of Cambridge—will join the party. Although the weather is yet not well suited to football, the League championship competition on 9th ultimo aroused great interest, and there were large crowds at the various grounds. The defeat of Aston Villa by West Bromwich Albion by two goals to none was the great surprise of the day. Liverpool were the other home eleven to be beaten. Sheffield United, Newcastle United (who beat Everton), Preston North End, and Manchester City were successful clubs on their own grounds. There were three drawn matches, in which Notts County and Notts Forest each had a share. Four of the "Gates" exceeded 20,000.

Vardon, the Open Golf Champion, has been defeated by Taylor, of the Mid-Surrey Club, who won by 2 up in an 18-holes match.

Athletic in America.

NEW YORK, Monday.

Mr. J. Flanagan, from a nine-foot circle to-day threw the hammer 164 ft. 6 in., breaking the world's record created by Mr. T. F. Kelly, of Limerick.

RED BANK (NEW JERSEY), Tuesday.—Fred Gerner yesterday broke the standing high jump record, clearing 5 ft. 3½ in.—*Reuter*.

Proposed visit of West Indian Cricketers.

LETTER FROM LORD HAWKE.

A proposal is on foot to invite a representative West Indian cricket eleven to visit England in 1900. In this connection Lord Hawke, as chairman of the Sports Committee, has written from the West Indian Club as follows:—

Under the auspices of this club an effort is being made to arrange a visit to this country of a representative West Indian cricket team, consisting of both amateurs and professionals, during the cricket season of 1900. The club has approached the leading West Indian cricket clubs on the matter, and has received most satisfactory replies from those of Barbados, British Guiana, Jamaica, Trinidad, St. Lucia and St. Vincent, who have one and all indicated their willingness to co-operate in selecting a representative team. From my personal knowledge of West Indian cricket I am of opinion that such a team as might be sent over would be capable of giving many first-class counties a real good game. Doubtless, like many other teams on a first appearance at home it would have much to learn and many defeats to acknowledge, but from the thoroughly sporting games played against the eleven visiting the West Indies I am confident their cricket would be appreciated, and naturally great interest would centre in the work of the coloured players. It is estimated that a visit of a team consisting of, say, fourteen members for a three months' tour would cost, including passage money to and from this country, and the salaries of the professional players, £5,500. The result of such a visit would be far-reaching, not merely from a sporting but also from an Imperial standpoint, helping as it would to draw closer the ties which bind the Colonies to the Mother Country.

The following letter has been sent by Lord Hawke to the secretaries of the cricket clubs in the West Indies:—

Dear Sir:—At a recent meeting of the Sports Committee of the West Indian Club a club founded in 1897 with the object, among others, to afford facilities for organizing, in connection with the West Indies and British Guiana, annual cricket matches and other kindred amusements recognized by our English universities and public schools, it was resolved to approach the leading cricket clubs of British Guiana and West Indies with a view to promote a visit to this country of a fully representative West Indian cricket team, consisting of both amateurs and professionals, during the cricket season of 1900. We are of opinion that there would be no difficulty in arranging a series of matches between the Marylebone Cricket Club, the leading first-class county cricket club, and such a West Indian team as your club, in conjunction with the other cricket clubs in the West Indies, should be in a position to send over. We estimate that the visit of a team consisting of, say, fourteen members for a three months' tour, would cost, including passage money to and from this country and salaries of professional players, about £5,500, and this sum the West Indian Club would endeavour to collect in England, though any contribution from the Colonies will, of course, be gratefully received, and we think that there should be no difficulty in raising the amount here in the interest of sport. I am therefore to ask you, if subject to the West Indian Club being able to raise the above-mentioned sum, you in co-operation with the other cricket clubs could be prepared to undertake the selection of a West Indian cricket team and ensure its visit to England during the year 1900. As the matter must be definitely settled before December next, in which month the Marylebone Cricket Club arrange their fixtures for the ensuing season, I venture to hope that you will bring it before your club, and favour my committee with a reply to my earliest convenience. I may add that a similar communication to this is being addressed to the other West Indian cricket clubs, and would ask you kindly to address your reply to the honorary secretary of the Sports Committee.

Naval and Military.

Vice-Admiral Alexeff, Chief Flag Officer of the Russian Black Sea Squadron, has been appointed to the command of the Russian fleet in the Pacific, and of the Russian troops in the Liao Tung.

The following notification appears in the *Gazette*:—Brevet-Colonel A. R. F. Doreward, D.S.O., from Lieut.-Colonel half-pay Royal Engineers, to be a Colonel on the Staff for Royal Engineers, to command the troops at Wei-hai-Wei, and to have the substantive rank of Colonel in the Army.

Captain von Reuber, Puschwitz, has been appointed German Naval Attaché at Washington. Up to now he held the same position at Tokyo, and during the Spanish-American War was selected to follow the operations of the American fleet. Captain Galloway takes his place at the Japanese embassy. The German attaché at Hankow has been vigorously pursuing his studies. He under the name of the Minister, Governor-General

of the Royal Artillery. The Prince has already passed very creditably through Sandhurst, and since then he has been attached to the 1st Battalion of the Durham Light Infantry at Aldershot. Just now he is undergoing a course of study in artillery at Okehampton. He has been given special attention to the equipment and manœuvring of the mule mountain batteries at that camp.

The cruiser *Grafton*, which has been relieved by H.M.S. *Endymion*, arrived at Portsmouth on 4th ulto, she having, on the China Station, concluded her three years' commission. After landing superannuated and details for that port, she proceeded to Chatham, where she arrived on 7th ulto, to pay off. The distance traversed by the *Grafton* since leaving Sheerness in 1896 has been 60,000 miles, and 26,000 tons of coal have been consumed. The *Grafton* has spent no inconsiderable portion of the time of her commission at sea. In 1896 she was at sea 93 days out of the 274 days; in 1897, 124 days; in 1898, 68 days (the war scares in that year keeping the ships in harbour ready for service if required), and in 1899 she has exceeded her former record by being at sea 103 out of 249 days, and has travelled upwards of 18,500 miles.

As already noted says the *L. & C. Express*, that the authorities have decided to encourage the study of Chinese amongst a certain number of military officers. Previous to embarkation, selected officers will be required to undergo a three months' course of study in the language at the Universities of Oxford or Cambridge, or at King's College, London. They will then go to China for twelve months' residence, during which period they will be examined in (a) colloquial knowledge, and (b) writing and translation. An officer who is awarded 75 marks in (a) will be given a rate of £100 and an allowance of £150 to cover the expenses of passages. A further reward of £100 will be paid on obtaining 75 marks in subject (b). Officers who are selected will be seconded—that is to say, they will retain their seniority in their corps.

According to present arrangements the *Terrible* is to be out of dockyard hands by Sept. 15. After that nearly a week will be spent in trying her new condensers and other similar work. Thus, in any case, it will be nearly the end of the month before she is ready to start for the China Station, says a mail paper. Hitherto she has only been "puttering about" for some thing like eighteen months since commissioned, and has managed a solitary trip to Malta and back. The rest of her time has been spent at Portsmouth, generally in the hands of the dockyard. She has been, so far, a costly ship to the country, and it will be a blessing to get her out of home waters if only to see how she behaves when her engineers have a fair chance given them and have her entirely in their own hands. She will not be taken out to China by Captain C. G. Robinson.

A trial took place on 1st ulto, at Whale Island, in the "Kettle" cell, of an 8 in. special nickel steel Harvey plate 8 ft. square, made for the Japanese Government, being a plate which was shot at the last number of the *Shikishima* battleship, now building at the Thames Ironworks and Shipbuilding Company (Limited). The plate was to withstand two rounds from a 9.2 in. gun firing 38 lb. Hotchkiss armourpiercing shell, each giving a velocity of 1,700 f.s., and providing there was no penetration or cracks the armour was to be accepted on this test. The Japanese officers were then to have the right to increase the velocity to 1,800 f.s. for a third shot. The trial was most successfully carried out by the Admiralty at the request of Messrs. Vickers, Sons, and Maxim (Limited), the first round showing a penetration of only 3 in., this being due to the measured exactly by the point of the shell being forced out by the second round. The result of the second was practically the same, there being no cracks on the plate. As it so completely fulfilled its conditions, the plate was accepted and pronounced by all present to be highly satisfactory. The third round was then fired with the increased velocity of 1,800 f.s., when the penetration was only 3½ in.; there were no cracks on the plate.

The navy is about to lose an interesting figure in Rear Admiral Kane, who has made a formal request that he may be permitted to retire. The gallant Admiral will long be remembered for the skill with which, on May 16, 1899, he brought the *Calliope* out of the harbour of Apia, Samoa, when three German and three American men-of-war were wrecked in a great hurricane.

It has been notified in an Army Order that, under the new regulations for the Royal Regiment of Artillery, general officers, except colonels commanding Royal Horse Artillery, and colonels will be described as belonging to the Royal Artillery. Lieutenant-colonels and officers below that rank performing regimental duty will be described as belonging to the R.H.A., R.F.A., or R.G.A., according to the branch to which they have been appointed. Lieutenant-colonels and officers below that rank while holding staff or extra-regimental appointments will be described as belonging to the R.A. It is further stated that exchanges will be permitted between officers of the R.F.A. and those of corresponding rank in the R.G.A., provided that the dates of their commissions in their existing rank are within two years of each other, and certain other conditions are complied with.

It is announced that the Admiralty have placed orders with private firms for the construction of twelve new torpedo-boat destroyers for the Royal Navy. The new destroyers are to be named *Bedouin*, *Bedford*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, *Greyhound*, and *Greyhound*. The *Bedouin*, *Bedford*, and *Greyhound* are to be built by Messrs. Hawthorn, Leslie, and Co., of Newcastle-on-Tyne; the *Lively* and *Swiftly*, by Messrs. Laird Brothers, of Birkenhead; the *Affirmation*, *Peterel*, and *Syrin*, by Palmer's Shipbuilding Company, of Jarrow-on-Tyne; the *Success* by Messrs. Dorman and Sons, of Sunderland; the *Falcon* and *Ostrich*, by the Fairfield Shipbuilding Company, of Glasgow; and the *Plzen* by Messrs. Vickers, Sons, and Maxim, of Barrow-in-Furness. The dimensions and speed of the new destroyers have not yet been transpired. A sum of £397,000 will be expended upon their construction during the financial year ending March 31, 1900.

Mr. Sazon, Constructor-in-Chief of the Japanese navy, has been granted permission to visit ships and naval establishments at Devonport.

Captain Sir Edward Chichester has not been allowed to remain long without employment. He has been appointed to the *Doris* as transport officer at Natal. In view of the outlook in South Africa it is satisfactory to know that this important post has been entrusted to such a capable officer as Sir Edward has proved himself to be.

Captain Percy M. Scott, who has been appointed to the command of the *Terrible*, is, says the *Naval and Military Record*, to be congratulated on having been chosen for so high a responsibility. Only forty-six years of age, without family influence, he has pushed his way by sheer hard work and natural ability. His specialty is gunnery, and he has been twice on the staff of the *Excellent*, both as first-lieutenant and as commander. Among his pupils was the Duke of York, and he has been in the staff of Sir John Fisher. While on the staff of the gunnery school was transferred from the old *Excellent* to *Whale Island*, and he was largely responsible for the reconstruction of the school under new and

improved conditions, with results that have proved highly satisfactory.

From a Chinese letter lately received, states a naval correspondent, I observe that, while the English are exceedingly grateful for the advent of the shallow-draught gunboats, they desire to press upon the Admiralty a point of enormous difference between the two classes of *Sunfisher* and *Woodark* varieties. The latter are more powerful than the former, while the draught is very much the same. The *Woodark* can make her way against rapids in the Chinese rivers, where they rise rapidly six or eight feet in as many hours, this extra power is very much needed. There appears to be a universal consensus of opinion in favour of the larger boat; at any rate, for service on the West River.

The official trial of the Japanese torpedo-boat destroyer *Sazanami*, the fourth out of the six that have been under construction during the past twelve months by Yarrow and Co., of Poplar, took place recently, during which she attained the magnificent speed of 31.382 knots per hour. Her predecessors have done well, but she has even exceeded them all. A fact specially noticeable in connection with the steaming of the vessels, says the *Engineer*, is the ample margin provided in boiler power, each boiler being able to supply 100-horse power beyond that required to develop the engine power contracted for. This feature was specially marked on the vessel's trials, and is proved by the absence of any discoloration in either of her four funnels, the paint on which had not been renewed since the day she was launched; this advantage is accounted for by the low air pressure necessary when under forced draught, and the absence of any flaring.

It is stated that the troops now being sent to Africa are being armed with the Mark II. ammunition instead of the Mark IV. It appears, therefore, that the Indian regiments are to be deprived of their cherished Dum-Dum bullets, whose stopping powers they have already proved against the Afriids, as the Mark IV. was proved at Omdurman, in deference to the senseless clamour of the Peace Conference. It is unwise to make such constant changes as this in our ammunition, and when we have got a good bullet to abandon it. The Chinese campaign seriously shook the confidence of our soldiers in their rifle, and now that it has been restored we do not want it shattered once again. It is the writer's belief, as is said by experts to be slightly superior to the Mauser because it has a larger calibre, a longer range, and better magazine. But against this we now have to put that Boers, if we have to fight them, will be using ammunition with which they have been familiar from the beginning, while we never use the same in two consecutive campaigns.

The *Kronstadt* *Vistnik* states that the first vessel to be built at the new Government shipbuilding yard at Windau will be a Russian cruiser, with protected deck. Her displacement will be 6,375 tons, length 121 ft., beam 33 ft., draught with a full load 20 ft., speed 23 knots. Her two engines, served by 12 Norman boilers, will develop 2,000 h.p. She will have three funnels, her foremost funnel being right forward. She will have two masts, each with a fighting top, and two bridges. The deck protection will be 2 in. in thickness along the whole length. Her armament will consist of 12 6 in. Canon guns, 45 calibre, two in the fore and two in the aft turret, and eight in the casemates, 12 75 mm. calibre guns in the battery, and eight 47 c.m. Hotchkiss guns; also five torpedo tubes, two under water broad-side forward and three above water, two broad-side aft, and one right in the bows. Her free-burnt will be 230, 610.

The Admiralty says a writer in *The Times* has asked with the utmost wisdom in deciding to establish a new gunnery school at Devonport on the Whale Island model. Happily, the past two or three years have witnessed an enormous development in the gunnery of the Navy. It is no longer considered that the quarterly expenditure of ammunition is to be carried out with very little care, as to the method. The impulse came, perhaps originally from a distant station, which need not be particularised, but once given, it has found sympathetic feelings on all stations. Captain Percy Scott, for example, who takes out the *Terrible* to China, has the credit of having under the cruiser *Syella* the best shooting ship on the Mediterranean Station, and "up the Straits" the importance of gunnery has long been recognised. In the Channel Squadron the Commander-in-Chief and his second in command each takes charge of certain ships, during their gunnery practice, and the same attention to gunnery details is visible on other stations. It is partly due, no doubt, to this recrudescence of interest in the Navy itself that the Admiralty has decided on developing at Devonport a second Whale Island.

The Great Floods in Austria.

WATER AS HIGH AS THE HOUSE-TOPS. Accounts continue to arrive, through Reuter's agency, of the floods in Austria. The river Inn at Scharding, in Upper Austria, is rising. The water has entered the upper floors of the houses, and in some instances, as high as the roofs. The churchyard is submerged to a depth of five feet, and several persons have been drowned in the river Inn. At Ebensee and Steyr the houses have been deserted by the inhabitants, who are being provisioned by pioneers. The rivers Enns and Traun have fallen, but the Danube continues to rise. At Neukirchen a house collapsed, and a man and a child were buried in the ruins.

A Whale in a Pleasure Boat.

A party of visitors to Ilfracombe, who were sailing in a pleasure yacht off Lée Bay yesterday afternoon, met with an extraordinary adventure. Suddenly a large fish jumped on board, and with its tail smashed all the vessel's gear and broke the boom. One gentleman received a blow in the face, which blacked his eye. The fish then thrust its head into the cabin and remained quiet, and the party made for the shore with all speed. The intruder proved to be a thrasher whale, 15 ft. long, and weighing half a ton. It is now being exhibited at Ilfracombe.

A Strike of Hop-pickers.

Seven hundred hop pickers and seventy binmen yesterday struck work at Thomas Phillips hop grounds at Offham, Kent. They have picked eight bushels to the shilling, and in consequence of the small hops they now demand a reduction of two bushels. The binmen, who have received 18s., ask for 21 p. per week. Frequent meetings are held, but both sides hold out though, on account of the lack of food and money, the pickers, many of them Londoners, must eventually give way. At a strike yesterday at Eliza and White's, Fairleigh, a reduction of from eight to six bushels was granted.

The Windsor Tragedy.

An inquest was held at Windsor yesterday respecting the death of Eliza O'Shea, a married woman, who was found murdered on Sunday morning. Alice Clarke, sister of the deceased, said that she was the wife of a soldier named Michael O'Shea, who had been abroad for four years, but was now coming home. The deceased had had three children by another man, and eleven months ago went to live

with the man Scott, who is accused of the crime. They lived happily together when Scott was not in drink. Last week, however, there were frequent quarrels between them, and on Saturday night the deceased hit Scott over the head with a tea canister, saying, at the same time, "You have ruined me. I cannot go to work. You tried to murder one poor woman before you lived with me, and now you are trying to murder me." Scott replied: "I will cut your throat before the night's out." At seven o'clock the next morning the witness heard the Scott had cut her sister's throat. The jury returned a verdict of wilful murder against Scott.

Irish Prosperity.

RIKING STATISTICS INDICATING IMPROVEMENT.

We have had occasion before to refer to the evidences of increasing prosperity in Ireland furnished by the half-yearly official statement of Banking, Railway, and Shipping Statistics in the country. Happily, there is no cause to express dissatisfaction on the issue of the latest report, which covers the half-year ending June 30 last. Turning to the deposits and cash balances in the Joint Stock Banks, there is to be noted an increase of £867,000 over the figure for the first half of 1898, and the rise has been continuous since 1886, with the single exception of 1897, the first six months of that year showing the small decrease of £104,000. As a rule, in later years, the showing in the latter half of the year has been better than in the preceding and following six months, but in the case of the half-year under notice, there was an improvement of £408,000 over the December figures. If we turn to the Post Office Savings Bank figures, which are more indicative of the prosperity of the small investor, there is the same cause for abundant satisfaction. Taking the first halves of the years, we notice that the increase in deposits was greater than for any corresponding period, the improvement amounting to as much as £388,000. Compare the total of £7545,000 with the total of £7,374,000 twenty years ago, or even with the £3,372,000 for the first half of 1889, and it will at once be seen what a striking advance has been effected in thrift and prosperity among the lower classes. Unlike the deposits in the Joint-Stock Banks, which respond more closely to trading conditions, the Post Office Savings Bank shows a retrograde tendency during the first half of the year as compared with the preceding second half. In fact, with the single exception of the first half of 1893, the movement since 1889 has been altogether in favour of increased prosperity, and as compared with the last half of 1898 there is an increase of £320,000. For further evidence of prosperity among the lower classes we may turn to the "balances due to Trustees of Savings Banks." Here, again, there is a continuation of increases. Finally, combining the totals of the balances in Post Office and Trustee Savings Banks we obtain the following satisfactory contrasts:—For 1889 the return for the first half of the year was £2,000,000 and for the second £3,504,000. In 1897 the figures were £3,651,000 and £8,042,000 respectively. In 1898 they were £9,206,000 and £9,500,000, and for the first half of 1899 they reached a total of £9,852,000.

In fact, with the single exception of the first half of 1893, the record of improvement has been unbroken. A table is also furnished in the report showing the amount of Government Funds, India Stocks, and Guaranteed Land Stocks on which dividends are payable at the Bank of Ireland. These do not, of course, indicate, except very indirectly, the condition of the lower classes, but they are nevertheless instructive enough. The general tendency towards improvement is indicated so far as the last few years are concerned, but there is still a considerable amount of leeway to make up, for the 1899 figures are below those of any year previous to 1891. Probably the figures indicate in as striking a fashion as could be wished the great changes which legislation has effected during the past two decades in the social and economic position of the country. As regards the banknote circulation, unmistakable evidences of increasing trade activity are furnished by an increase of over £500,000 as compared with the average circulation of the corresponding half of 1898. The receipts of the Irish railways also show unmistakable signs of the general improvement, the net result being that the total receipts for the half-year were in excess of those of the first half of any previous annual period. The average receipts per mile were £562, against £549 in 1898 and £543 in 1897; and the increase in receipts was £42,883 over the corresponding half of 1898, and £60,121 over those for 1897. Shipping returns show that the yearly average tonnage of vessels in foreign trade entering the Irish ports was 1,145,623 in 1898, which figure was rather below the 1897 level, but well above the average.

The "Shikishima."

The *Shikishima* was on view on 2nd ulto, by permission of the Japanese Legation, and the proceeds are to go to the Seamen's Hospital Society—a kindly act on the part of the Government to which this splendid and powerful English-built vessel belongs. A shilling charged for admission and over 5,000 people availed themselves of the opportunity to visit this splendid vessel, the hospital funds will be increased by about £300.

The *Shikishima*, which was built by the Thames Iron Works Company, has been more than once described in these columns. The thousand or so artisans who are still employed on board are expected to finish the vessel so far that in about a fortnight's time she will be able to go round under her own steam to Portsmouth for her final equipment and trials, and by the end of next month she will be handed over to the Japanese Government, whose officers and crew will go with her to the Far East. The details of the size and armament of the *Shikishima* were supplied to the visitors in a neatly printed souvenir of the occasion containing the following particulars:—Length between perpendiculars, 400 ft.; breadth, 75 ft. 6 in.; draught of water, 27 ft. 3 in.; displacement, 14,800 tons; horse-power, 14,500; speed, 18½ knots an hour; armament, four 12 in. breech-loading guns of 40 calibre, fourteen 6 in. quick-firing guns of 40 calibre, eight 45 in. Maxims; five 18 in. torpedo dischargers, with armour 9 in. and 14 in.

The cabins afford sleeping accommodation for a crew of nearly 1,000. From two to six o'clock all methods of conveyance to the dock were crowded with visitors, who passed in a continuous stream on to the upper deck of the great man-of-war. On board they were received by representatives of the Thames Iron Works Company. Mr. Kamiozami, the Commander temporarily in charge for the Japanese Government, and several officers of the Japanese Navy, were also present, and among the more distinguished of the visitors were members of the Japanese Legation and one or two members of the Hospital Committee.

The Hankow Incident.

The *Novae Vremya* says:—"In view of the incorrect reports which have appeared in foreign newspapers of the conflict at Hankow between the authorities of the Russian concession there and the firm of Jardine, Matheson and Co., we have received the following communication from a trustworthy source:—Misunderstand-

ings having arisen owing to the claim made by the firm mentioned to certain plots of land within the limits of the Russian concession at Hankow, representations were made by the Russian Government, in reply to which the Cabinet of St. James gave all the explanations required. As to the attitude of the Russian Government in regard to the incident in question, it thought it proper, in accordance with the general principles advocated by it at The Hague Conference, to submit the purely legal side of the claims of the firm mentioned to the decision of an Arbitration Court. This Court will have to examine from the strictly legal standpoint the degree of legality possessed by the documents produced by the British firm, to inquire how far legal formalities have been observed in the matter.

General Shipping News.

Work on the P. and O. steamer *China*, at Messrs. Harland and Wolff's yard at Belfast, is proceeding well. Before she left Fernhill her accident something like 1,200 tons of cargo were put into her bottom to fill up the rents. This has now been blasted out, and the work of rebuilding this portion can be undertaken. It is anticipated that she will be taken out of dock about the end of the year, and that this fine steamer will again take her place on the line about the close of the first quarter next year.

A telegram from Charleston gives some shocking details regarding the wreck on August 11th of the Norwegian brig *Dred*, bound for Baginns Ayrer. The steamer *Hindraf* from London to Charleston took survivors of the *Dred*. The Captain and eight men were washed overboard, while eight others got on a raft, which soon parted, leaving two on the one section and six on the other. One of the six became insane and jumped overboard. He had previously caught several fish with a line, thus sustaining life for some time. Two other men died. The remaining three provisionless and waterless, sucked the blood of their dead comrades. After several days further suffering these three survivors cast lots among themselves, and the one upon whom the lot fell was killed by the other two, who ate his flesh and drank his blood. It is stated that the victim met his fate without a murmur, and even tore open his clothing to receive the fatal stab. He was of German nationality. Soon after Anderson lost his reason, and savagely attacked Thomassen and bit pieces from his chest and face. When the raft was found by the *Hindraf* the two survivors were in a frightful mental and physical condition. The water round about was swarming with sharks.

The shipping strike has ended in a fizzle. The British seamen summoned to come out in their thousands replied in ones and twos. Two coasting vessels at Glasgow, and a few outgoing vessels at Newcastle and Liverpool, were the only ones affected by this latest demonstration. This is not altogether surprising, as Mr. Haycock Wilson's Union numbers all told some five thousand members, and he has not received much encouragement from other unions. The surprising thing under the circumstances is that he should have dared to persevere with his project, and so merely expose the nakedness of the land. The representative of the Seamen's Union at Blyth, however, Mr. Kelly, gave away the situation when he remarked that "it is not so much the advanced rates we desire just now; it is a recognition of the union by the shipowners." Hundreds of seamen, therefore, were to give up their employment, and the trade of the country to be dislocated, merely to gratify Mr. Haycock Wilson's vanity. This is an illustration of the fact that the union does not exist for the sake of the working-man, but the working-man for the union.

NOTANDA.

CALENDAR.

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

Saturday, 14th October, 1899.
Chinese—10th of 9th moon of 25th year of Kwang-si.
Sun—Rises 5hr. 57min.
Sets 5hr. 35min.
High water—Morning 3hr. 30min.
Afternoon 6hr. 20min.
Low water—Morning 10hr. 30min.
Afternoon 5hr. 10min.

ANNIVERSARIES.

1666—Battle of Hastings.
1859—*Mora Temple* lost in the China Sea, with upwards of 800 coolies on board.
1865—Outrage on foreigners in Formosa.
1887—German steamer *Albatross* sunk by steamer *Medusa* whilst on voyage from Amoy to Newchwang, two persons drowned.
1893—Typhoon at Moji and Straits of Shimono-oki, heavy loss of life.
1896—Extradition of Patrick Tynan refused by the French Government.

TO-MORROW.

Sunday, 15th October, 1899.
Chinese—11th of 9th moon of 25th year of Kwang-si.
Sun—Rises 5hr. 58min.
Sets 5hr. 34min.
High water—Morning 3hr. 10min.
Afternoon 6hr. 47min.
Low water—Morning 10hr. 10min.
Afternoon 4hr. 10min.

ANNIVERSARIES.

1867—Blockade of Hongkong by Chinese Customs cruisers commenced.
1875—British schooner *Lach Hadig* lost on Zambay Island, S.W. Coast of Formosa.
1895—Explosion on the Chinese troopship *Kangsho* 500 lives lost.
1896—Lieut.-General Nogi appointed Governor-General of Formosa.

AGENDA.

TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral.—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Changha*) to-morrow.
German (*Bayern*) 18th inst.
Indian (*Suiting*) 19th inst.
Australian (*Gulfrice*) 24th inst.
American (*Coptic*) 26th inst.
Canadian (*Empress of India*) 9th prox.

The E. & N. steamer *Gulfrice* from Sydney and left Port Darwin to-day for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	At	Kowloon Dock
<i>Isla de Cuba</i>	"	"
<i>Isla de Luzon</i>	"	"
<i>Amara</i>	"	"
<i>Liberal</i>	"	"
<i>Branscombe</i>	"	"
<i>May Flint</i>	"	"
<i>Dr. Hans Jurg Kier</i>	"	"
<i>Nippon Maru</i>	"	"
<i>D. Juan d'Austria</i>	"	"
<i>City of Dublin</i>	"	"

PASSED THE CANAL.

Outward—22nd September—*Malacca*, 26th September—*Emergia*, *Adria*, *Anapa*, *Bamburgh*, *Formosa*, 29th September—*Anapa*, 3rd Oct.—*Indurath*, *Lyon*, *Kulush*, *Windobona*, *Nakota Maru*, 6th October—*Japan*, *Yama*, *Undanited*, *Idomena*, 10th October—*Aya*, *Kentisbury*.
Homeward—10th Oct.—*Formosa*, *Wakasa*, *Maru*.

Shipping.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KISHIMARU	VICTORIA, B.C. and SEATTLE	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU	MAKESVILLE, LONDON & ANTWERP	SATURDAY, 21st October, at Noon.
KASUGA MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHIENTUNG & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU	MAKESVILLE, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c. &c. &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

1239a

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECHAM, LONDON, ENGLAND.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 30% on the Paid-up Capital of \$50 per Share, has been Declared.

WARRANTS will be issued on the 13th October.

By Order of the Board,
DOUGLAS JONES, Secretary.

Hongkong, 12th October, 1899. [1299a]

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever source arising. For Scrofula, Scum, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds. It is a never-failing and permanent cure. It Cures Old Sores, Cures Sores on the Neck, Cures Sores on the Face, Cures Blackheads or Pimples on the Face, Cures Scum, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure Matter, From whatever cause arising. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, it is a most reliable and safe remedy for the blood. THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 25, 50, and 100 Cents, and is also sold in the form of a small portable bottle, which is very convenient for travellers. The words "Clarke's Blood Mixture" are blown in the glass of each bottle, and are also on the wrapper. Beware of cheap imitations. The wrapper is of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters. The wrapper is also of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters. The wrapper is also of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Beware of cheap imitations. The wrapper is of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters. The wrapper is also of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters. The wrapper is also of a bright red color, and the name "Clarke's Blood Mixture" is printed in gold letters.

JAPANESE CURIOS.

JUST RECEIVED.

FANCY KAGA VASES & TOILET SETS.

LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA,

No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 9th October, 1899. [1258a]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CEMENT, HUMBER and GLADSTONE Co., Ltd., DUNLOP TYRES BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A.....\$16
Quality B.....\$12

30, QUEEN'S ROAD, Watson's Building.

Insurances.

QUEEN INSURANCE COMPANY.

(Now Merged in the Royal Insurance Co.)

The Undersigned having been appointed Agents for the above Company are prepared to Accept FIRE RISKS at Current Rates.

E. D. SASSOON & CO., Agents.

Hongkong, 10th October, 1899. [1291a]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

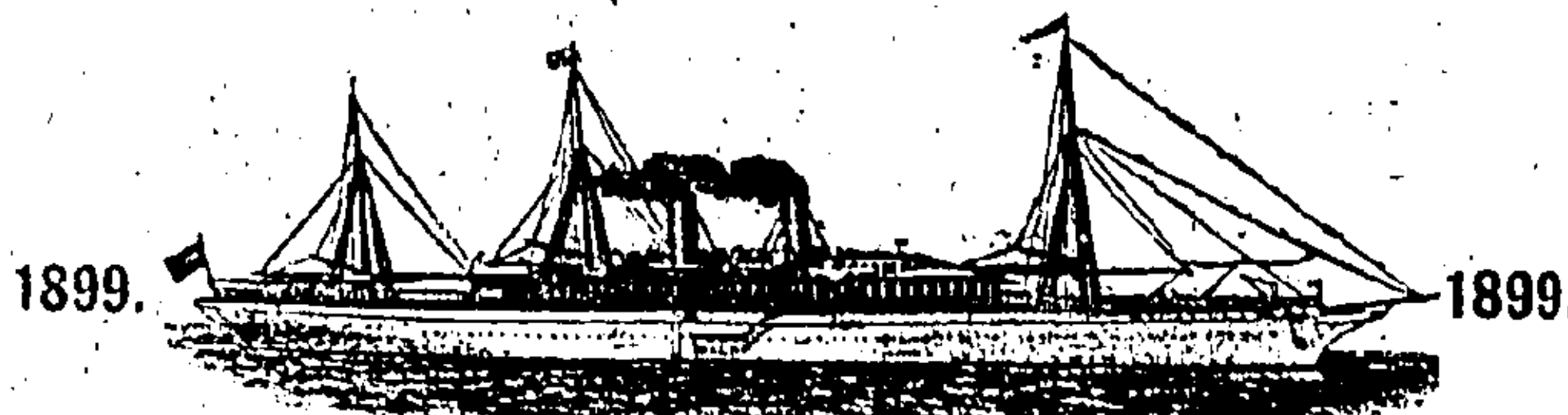
The Undersigned AGENTS of the above Company are prepared to accept FIRE CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899. [18]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, F.N.R....WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, 7, Praya Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND-SEA-OF-JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3 1/2 A.L. American Ship

"ST. MARK."

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO.

Hongkong, 28th September, 1899. [1108]

CARBOLINEUM-AVENARIUS

Used for OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China,

LUTGENS, LINSMANN & Co.

Hongkong, 11th September, 1899. [119]

NORDDEUTSCHER LLOYD.

NOTICE.

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....Wednesday 8th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 27th Dec.

Thüringen.....Wednesday 10th Jan.

Karlsruhe.....Wednesday 24th Jan.

Sachsen.....Wednesday 7th Feb.

Oldenburg.....Wednesday 21st Feb.

Bayern.....Wednesday 7th March.

Stuttgart.....Wednesday 21st March.

König Albert.....Wednesday 4th April.

Weimar.....Wednesday 18th April.

Prinz Heinrich.....Wednesday 2nd May.

Freussen.....Wednesday 16th May.

Hamburg.....Wednesday 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "HAYERN," Captain E. Prehn, with PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 13th October, 1899. [1293a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 53, PRINCE STREET.

OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAR. No. 4, RIFON TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

OFFICES TO LET.

No. 24, ICE HOUSE STREET. Immediate Possession.

Apply to

W. DANBY, Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to

Comptroller Office, E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to

J. S. VAN BUREN, Agent.

Hongkong, 17th May, 1899. [604a]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 5th Nov.
Schüder.....	(LONDON with transhipment in HAMBURG)	Passage.
ANDALUSIA.....	HAVRE and HAMBURG.	About 15th Nov.
Schönfeldt.....	(LONDON with transhipment in HAMBURG)	Freight.
*SIBIRIA.....	HAVRE and HAMBURG.	About 20th Nov.
Hildebrandt.....	(LONDON with transhipment in HAMBURG)	Freight and Passage.
HAMBURG.....	HAVRE and HAMBURG.	About 30th Nov.
Mayer.....	(LONDON with transhipment in HAMBURG)	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

981] CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thirti.....3,400 about Oct. 20

Curmashshire.....2,929 about Nov. 15

Carlisle City.....3,002 about Dec. 15

THE Steamship

"THYRA" will be despatched for SAN DIEGO via AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899. [1137a]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Alga (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOK

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"
FROM ANTWERP, LONDON, PORTSAID,
SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Madras, ex S.S. *Landura*.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 9th October, 1899. [130]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."
are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 11th October, 1899. [1310]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARIA VALERIE,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 11th October, 1899. [12672]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 21st instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must be sent in to the undersigned before the 21st instant, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 12th October, 1899. [12982]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 4 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th October, 1899. [13022]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897. [11]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th October, 1899. [12132]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Port, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 14th October, 1899. [12962]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG,"

Captain Arnold, will be despatched as above on MONDAY, the 16th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1899. [13022]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd September, 1899. [12162]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on FRIDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [12772]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1899. [12652]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th October, 1899. [12922]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"

J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th October, 1899. [12682]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [12122]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12922]

Shipping.

STEAMERS.

FOR MANILA.

(Taking Cargo at through Rates for ILOILO and CEBU.)

THE Steamship

"VENUS,"

Captain D. Innes, will be despatched as above on MONDAY, the 16th instant, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 13th October, 1899. [12882]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 13th October, 1899. [13002]

NORDDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOENZOLLERN,"

Captain H. Kirchner, will leave for the above Ports, on or about THURSDAY, the 19th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th October, 1899. [12932]

NORDDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain E. Prehn, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th October, 1899. [12932]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGVLL,"

will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. "JEROME" to sail about 15th Nov.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th October, 1899. [9412]

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY,
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [130]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [120]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [12]

MITSUI BUSSAN KAISHA.

No. 6, Tei Housi Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN

Agents:—

Miiki Coal Mines.

Kikoku Coal Mines.

Yoshinomiya Coal Mines.

Ohnuma Coal Mines.

No. 1, Ohtsui Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagatani Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Miike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

Mitsui Bussan Kaisha,

K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899. [12]

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an

EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

c/o This Office.

Hongkong, 18th August, 1899. [10482]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September 1898. [145]

A CURE FOR ASTHMA!!!

GRIMAULT'S

10 AN CIGARETTES

Asthmatic people who suffer from Op-

pression in breathing, stifling sensations,

Hoarseness, and Loss of voice, Nerv-

ous coughs, Laryngitis, Colds, with

Catarrhal affections, Insomnia,

Cerebral affections, and difficulty

in Expiration, are promptly relieved

by these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physician prescribes Grimault's

Matico as the best remedy in the treatment

of the most difficult cases of the disease

of Matico, and the only one that does not

involve the use of any dangerous drugs.

MATICO INJECTION is used in recent

MATICO CAPSULES in chronic cases.

GRIMAULT & CO., Paris, Sold by all Chemists.

LET 'EM ALL COME

TO

YEE CHUN'S STUDIO